

In the Claims:

Please amend claims 1 and 9 as follows:

1. (Currently Amended) A pneumatic tire having a carcass ply extending between beads,

at least two belt plies being provided radially outwardly of the carcass ply in a tread, the at least two belt plies having reinforcing cords arranged obliquely with respect to a circumferential direction of the tire,

a belt cover ply being disposed radially outwardly of the at least two belt plies, the belt cover ply having a reinforcing cord that extends in the circumferential direction of the tire and is covered with coating rubber, the belt cover ply extending beyond edges of one of the at least two belt plies having a maximum belt width to have extension portions that extend ~~at least~~ more than 10 mm axially of the tire therefrom,

wherein the coating rubber of at least the extension portions of the belt cover ply is formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.1, and a ratio h/SH of a tire radial-direction length h between edges of the extension portions and the edges of the belt ply having the maximum belt width to a tire section height SH is equal to or less than 1.5/100.

2. (Original) A pneumatic tire according to claim 1, wherein the belt cover ply is formed from a strip member having the reinforcing cord covered with the coating

rubber, the strip member being spirally wound in the circumferential direction of the tire, at least the extension portions being formed such that the strip member is adjacently wound in a partially superposed manner.

3. (Previously Presented) A pneumatic tire according to claim 1, including belt edge cushion rubber layers disposed radially inwardly of edge portions of the at least two belt plies, the belt edge cushion rubber layers extending outwardly of the tire beyond the edge portions of the at least two belt plies, the extension portions being disposed on the belt edge cushion rubber layers.

4. (Previously Presented) A pneumatic tire according to claim 3, wherein the belt edge cushion rubber layers are formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.15.

5. (Previously Presented) A pneumatic tire according to claim 1, including side rubber layers disposed outwardly of the carcass ply in sidewalls, the side rubber layers having radially outer end portions that extend to positions radially inward of edge portions of the at least two belt plies, the radially outer end portions being formed as belt edge cushion parts that are substantially triangular in cross section, the extension portions being disposed on the belt edge cushion parts.

6. (Previously Presented) A pneumatic tire according to claim 1, wherein the tread has an under tread rubber layer placed radially outwardly of the belt cover ply, a cap tread rubber layer disposed radially outwardly of the under tread rubber layer, and wing chip rubber layers placed so as to cover edges of the under tread rubber layer, the cap tread rubber layer and the extension portions, an intersection C' of a normal line drawn to the carcass ply from the edge of the cap tread rubber layer with the carcass ply being located inwardly of an intersection A' of a normal line drawn to the carcass ply from the edge of the extension portion with the carcass ply in the widthwise direction of the tire.

7. (Previously Presented) A pneumatic tire according to claim 6, wherein the under tread rubber layer and the wing chip rubber layers are formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.15, and that is 25% lower or more than that of rubber of the cap tread rubber layer.

8. (Previously Presented) A pneumatic tire according to claim 6, wherein the edges of the extension portions are spaced apart a distance of 10 mm or greater inwardly of the tire from radially inner edges of the wing chip rubber layers when measured parallel to the axial direction of the tire.

9. (Currently Amended) A pneumatic tire having a carcass ply extending between beads,

at least two belt plies being provided radially outwardly of the carcass ply in a tread, the at least two belt plies having reinforcing cords arranged obliquely with respect to a circumferential direction of the tire,

a belt cover ply covering the at least two belt plies, the belt cover ply having a main belt cover section disposed radially outwardly of the at least two belt plies and a belt cover extension section disposed on each side of the main belt cover section, the main belt cover section having a reinforcing cord that extends in the circumferential direction of the tire and is covered with coating rubber, the belt cover extension sections extending beyond edges of one of the at least two belt plies having a maximum belt width, the belt cover extension sections extending at least more than 10 mm axially of the tire therefrom, the belt cover extension sections having reinforcing cords that extend in the circumferential direction of the tire and are covered with coating rubber,

wherein the coating rubber of at least the belt cover extension sections of the belt cover ply is formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.1, and a ratio h/SH of a tire radial-direction length h between outer edges of the belt cover extension sections and the edges of the belt ply having the maximum belt width to a tire section height SH is equal to or less than 1.5/100.

10. (Original) A pneumatic tire according to claim 9, wherein the belt cover ply is formed from strip members having the reinforcing cords covered with the coating rubber, the strip members being spirally wound in the circumferential direction of the

tire, at least the belt cover extension sections being each formed such that a strip member is adjacently wound in a partially superposed manner.

11. (Previously Presented) A pneumatic tire according to claim 9, including belt edge cushion rubber layers disposed radially inwardly of edge portions of the at least two belt plies, the belt edge cushion rubber layers extending outwardly of the tire beyond the edge portions of the at least two belt plies, the belt cover extension sections being disposed on the belt edge cushion rubber layers.

12. (Previously Presented) A pneumatic tire according to claim 11, wherein the belt edge cushion rubber layers are formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.15.

13. (Previously Presented) A pneumatic tire according to claim 9, including side rubber layers disposed outwardly of the carcass ply in sidewalls, the side rubber layers having radially outer end portions that extend to positions radially inward of edge portions of the at least two belt plies, the radially outer end portions being formed as belt edge cushion parts that are substantially triangular in cross section, the belt cover extension sections being disposed on the belt edge cushion parts.

14. (Previously Presented) A pneumatic tire according to claim 9, wherein the tread has an under tread rubber layer placed radially outwardly of the belt cover ply, a cap tread rubber layer disposed radially outwardly of the under tread rubber layer, and wing chip rubber layers placed so as to cover opposite edges of each of the under tread rubber layer and cap tread rubber layer and the outer edges of the belt cover extension sections, an intersection C' of a normal line drawn to the carcass ply from the edge of the cap tread rubber layer with the carcass ply being located inwardly of an intersection A' of a normal line drawn to the carcass ply from the outer edge of the belt cover extension section with the carcass ply in the widthwise direction of the tire.

15. (Previously Presented) A pneumatic tire according to claim 14, wherein the under tread rubber layer and the wing chip rubber layers are formed of rubber having a tan delta at a temperature of 60°C that is equal to or less than 0.15, and that is 25% lower or more than that of rubber of the cap tread rubber layer.

16. (Previously Presented) A pneumatic tire according to claim 14, wherein the outer edges of the belt cover extension sections are spaced apart a distance of 10 mm or greater inwardly of the tire from radially inner edges of the wing chip rubber layers when measured parallel to the axial direction of the tire.